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# Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 47 No. 7

July 1996

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## Airport Development Financial Assistance Update

By: Redge R. Meierhenry

After much discussion, the Aeronautics Board, at its June meeting, unanimously approved funding for improvements to the Gardiner airport. This discussion had been tabled at the March meeting, thus making vital consideration of funding at the June meeting.

A grant of \$40,000 and a loan of \$42,050 from the Airport Development Financial Assistance Program will rehabilitate a severely deteriorated Runway 10-28.

The Aeronautics Board at its June 7th meeting at Yellowstone Airport thoroughly reviewed Gardiner's application. Discussion centered around the County's effort to relocate a solid waste transfer site from near airport property to other sites. Testimony given by Gardiner Airport proponents was that these "green boxes" have not created a safety hazard for arriving and departing aircraft. Further, the county has a management policy that requires the operators to ensure the "green boxes" have closed lids and the general area is daily cleaned of loose debris. A well-kept transfer site will greatly improve bird nuisance problems.

Of special note is the effort the sponsor went through to keep project costs down by obtaining assistance from the National Park Service. The Park Service is donating labor and equipment to the project. Effort like this no doubt influenced the Aeronautics Board to approve project funding.

## Benchmark Work Session



The annual Benchmark Work Session was conducted over Memorial Day weekend.

Due to inclement weather, only a limited number of aircraft were able to get into the airstrip located just west of the Bob Marshall Wilderness area.

Hearty souls from Great Falls, Glasgow, Helena, and as far away as Spokane, WA, gathered to provide maintenance to the area. New fence posts and rails were installed, firewood was cut, the roof of the outhouse was repaired, weeds were sprayed and new windsocks were provided.

Bill and June Sheets of Big Sandy returned to Benchmark two times after the work session to finish spraying the weeds.

Thanks to all who participated this year! ✈

# Administrator's Column

**One Level of Safety:** As predicted by the small air carriers, the number of 10-19 seat aircraft being utilized would drop if the US DOT's new rule were to pass. The rule passed and sure enough the numbers have declined. At least in Alaska this is true. The Alaska Air Carriers Association conducted a survey which revealed that of the 40 airplanes with 10-19 seats, only 21 remain and several others are no longer used for passenger service. The carriers, as promised, have simply traded down to single engine or smaller twins which are not subject to the new rule. The problem has been in finding a market for the 10-19 seat aircraft. The Alaska carriers are attempting to get an exemption from the rule.

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**New Director at National Air & Space Museum:** It is good news to aviation interests throughout the country to learn that Donald Engen has been named to direct the Smithsonian Institution's National Air & Space Museum in Washington, D.C. Don Engen earned high respect from the aviation industry while serving on the National Transportation Safety Board, serving as FAA Administrator, and as head of the AOPA Air Safety Foundation. Mr. Engen has set a high priority on completion of the Dulles Center which will be a hangar complex located on the Dulles International Airport capable of hangaring large aircraft such as the Enola Gay B-29 and SR-71.

→ → → → → → → → → →

**GA Safety Levels Off:** According to NTSB reports, 1995 shows a slight decrease in the fifteen year steady improvement in GA flight safety. The figures show a total of 2,066 GA accidents in 1995 with 408 of these being fatal compared to 1990 total GA accidents with 402 being fatal in 1994. Although this is actually only a 3.8% increase in the total accidents per 100,000 flying hours, because of the FAA's flight hour estimates being reduced by 8.6% to 20 million hours the rate is now 10.33 (9.09 for 1994) for to-

tal accidents per 100,000 flight hours and 2.04 (1.83 for 1994) for fatal accidents per 100,000 flying hours. The jump in accidents occurred in June, July, and August so this is now the time of year to devote more attention to your proficiency training and flight planning. Although, as I have previously stated, it is not possible to achieve Transportation Secretary Federico Pena's commitment for **zero** aircraft accidents, I'm confident that we can all make some improvements in our judgements and flying skills.

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**Hidden User Fee Agenda:** According to a news release in *The Capitol Beacon*, Congressman Jim Lightfoot (R-IA) got his hands on an internal FAA document that reveals that the FAA has even bigger plans for user fees. Although the Clinton Administration budget has requested \$150 million in FAA user fees, the internal FAA document discusses raising at least \$350 million, including \$122 million for aircraft registration and manufacturer's certification and \$57 million in general aviation license and medical certification. Representative Lightfoot stated "The administration clearly has bigger things in mind. We see today what the administration passes off as its vision of the future of aviation—not a modern, leaner, more efficient FAA, but new taxes to pay for the problems of an old, inefficient organization. In other words, 'business as usual.'"

→ → → → → → → → → →

**USA Today Joins Opposition:** *USA Today* recently joined other prominent newspapers in lining up **against** the proposed FAA user fees. The editors came out against the Senator McCain (R-AZ) user fee bill in favor of the current excise taxes on fuel, airline tickets and cargo. The article goes on to say "Getting the FAA involved in user fees, as some propose, is nonsense. Go with what works."

*continued on next page*



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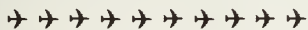
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## Administrator continued

**Aviation Trust Fund:** Unless the US Senate acts soon to reinstate the airline ticket tax and divert the GA 17 cents per gallon fuel tax now going into the highway trust fund back into the aviation trust fund, there will no longer be an **Aviation User Trust Fund**. Estimates show that the fund will be broke sometime between the current federal fiscal year end which is October 1st and January 1, 1997. There will be no more Airport Improvement Program (AIP) nor Essential Air Service (EAS) program. Although not originally the intent, of greater concern to many is that the FAA operations are 75% funded from this trust fund. Of course the Administration and Senator McCain (R-AZ) are pushing for a **User Fee** funded FAA and even if this should happen how will the smaller airports and Essential Air Service program needs be met?



**FAA Administrator Resigns:** FAA Administrator David Hinson has announced that he will leave the FAA on November 8th. This comes as no surprise as Hinson has stated in the past that he will serve through President Clinton's first term of office. With the recent surprise resignation of Tony Broderick, Associate Administrator of Regulation and Certification in the wake of the ValuJet turmoil, Secretary of Transportation Federico Pena is likely to spend considerable time searching to find qualified and willing replacements. ✈

## Calendar

**July 6**—Missoula Fly-in Breakfast, 7 am –7 pm. Contact El Williams at (406)549-1659.

**July 10–14**—Northwest EAA Regional Fly-in, Arlington, WA.

**July 13**—Annual Hamilton Airport Fly-in and Pancake Breakfast. Contact: Warren Woolley (406)363-0874.

**July 13**—North Central Fly-In Breakfast and Toy Show, Havre. Contact: John Anderson (406)265-7338.

**July 19–22**—Schafer Meadows Annual Worksession.

**July 20**—Ellsworth AFB Civilian Fly-in. Contact Captain John Bradley at (605)385-4418, Ellsworth AFB, South Dakota.

**July 21**—Cubscout Benefit Fly-in Breakfast. All you can eat \$3.50, 7 am–12 noon, Harlowton Airport. Call Will Morse 632-4545.

**August 1**—Big Skyfest, Billings.

**August 1–7**—44th Annual EAA Fly-in Convention, Oshkosh, WI.

**August 3**—Lethbridge International Airshow.

**August 8–11**—MAAA Annual Fly-in, Three Forks Airport/Progreba Field. Dedication of Progreba Memorial on August 10 at 11 am with lunch to follow. Contact Bill Fairhurst 285-3515.

**August 9–11**—Third Annual Splash-In/ Fly-In, Stillwater Landing at Stillwater Lake and Seaplane Base. Contact Bill or Connie at (206)789-4970.

**August 17**—Aviators Golf Tournament, Choteau.

**August 23–24**—Vagabond Bonanza Fly-in, Kalispell City Airport.

**August 23–25**—Annual Family Fly-in and Flight Safety Expo, Driggs, ID.

**August 24**—Magic of Flight '96, Spokane, WA.

**August 24–25**—Billings to Wendover, NV VFR Air Race. For details contact Bob Hollister, P.O. Box 1211, Forsyth, MT 59327.

**August 30–September 2**—Annual Labor Day Fly-in, West Yellowstone.

**September 4–7**—International Northwest Aviation Council (INAC) Annual Conference, Steamboat Springs, CO.

**September 6–8**—MPA Fall Fly-in, Miles City.

**September 12–15**—Reno Air Races.

**September 20–22**—Mountain Search Pilot Clinic, Kalispell.

**September 28**—Aertronics 5th Annual Open House, Billings.



## MAAA Annual Fly-in

Once again, the community of Three Forks is thrilled to have the Annual Antique Airshow happening in its historic town. The 19th Annual Fly-in will take place August 8–11, 1996.

This year the Three Forks Chamber of Commerce is furnishing a free shuttle for your convenience between Progreba Field (Three Forks Airport) and town. In town, you will enjoy shopping in the galleries and gift shops and eating in the many fine

restaurants. The shuttle will run from 10 am to 6 pm on Friday and Saturday.

On Friday, at 1130 there will be a field trip to the Headwaters State Park, just 5 miles from Three Forks. On Saturday, there will be a trip to the Lewis & Clark Caverns, located 15 miles from Three Forks.

For more information contact the Three Forks Chamber of Commerce at 285-4556 or write P.O. Box 1103, Three Forks, MT 59752 or call Bill Fairhurst at 285-3515.





# ✈️ MAAA Air Tour ✈️

*Karen and Roy Hollandsworth of Brady were this year's organizers of the Montana Antique Airplane Association air tour. The tour began at Columbus on June 12 and visited Colstrip where Bailey Egan and the MPA hosted a morning coffee break. The group then went on to Broadus where the Community Club and Taste Freeze hosted a barbecue lunch before leaving for Gillette, Wyoming.*



*Below: The crew left for Spearfish, South Dakota, the next morning where Debi of Star Aviation provided a luncheon. The group air toured Devil's Tower and Mount Rushmore. At Spearfish the group was picked up by a bus and narrator and toured the Black Hills, Mount Rushmore, Chief Crazy Horse Mountain. They continued on to Deadwood where they spent the night at the historic, restored Franklin Hotel.*



*The EAA Chapter 767 of Gillette, led by Barbara Cray, provided a no-host barbecue for the aviators who overnighted in Gillette.*

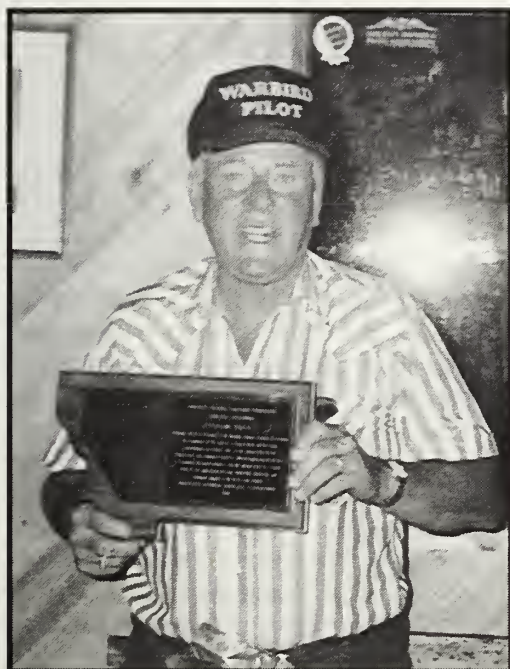


*The next day the tour stopped in Ekalaka and was hosted by aviation enthusiast Bryce Lambert and other locals and treated to homemade donuts, cookies and other goodies. Miles City was the next stop where Hanson met Hanson. Marian Hanson, a state legislator and rancher from Ashland enjoyed greeting the air tour at Miles City and meeting Lanny Hanson of Glasgow. The Miles City MPA Hangar provided a no-host lunch for the group which was held in conjunction with its annual airport awareness day and air show.*



*The evening ended at Frank Bass' Beacon Star Airstrip southwest Lewistown. Frank was issued a special citation plaque from the Montana Antique Airplane Association recognizing him as the founder and first President of MAAA, for his leadership, generosity and support to the MAAA and aviation and for 50 years of "Dancing in the Winds."*





*The MAAA Air Tour concluded with Frank's annual Father's Day fly-away poorboy sourdough pancake breakfast the next morning.*

## NASAO Internet

The National Association of State Aviation Officials (NASAO) has put all 5010 airport data on the internet for general use. 5010 data is collected by each state under a contract with NASAO which in turn is under contract with the FAA.

5010 data includes general information about an airport including runway and obstruction data, services, facilities, number of operations, lighting information and much more. Most pilots will recognize 5010 data from the publication which the FAA condenses from it—the Airport Facilities Directory, otherwise known as "The Green Book."

To connect with the information via the internet, call up NASAO's home page under the address:

[www.nasao.org](http://www.nasao.org)

or contact the Division at 444-2506 for further information. ✈️

## CAP Annual Conference

The Montana Civil Air Patrol (CAP) held its annual conference at the War Bonnet Inn in Butte in May. In attendance were the United States Air Force (USAF) liaison officer, other regional USAF representatives and many CAP cadets. Sessions and meetings were held as well as a luncheon, banquet and ice-cream social.



Awards were presented, including one to Mike Ferguson making him an honorary member of the CAP in recognition for his outstanding assistance to the organization.



## Scholarships Awarded

The Montana Aeronautics Division recently awarded flight scholarships to two outstanding aviation students from Flathead High School of Kalispell, MT. Rob Brist and Christina Roberts were each awarded \$500 for flight

school. Congratulations to Christina and Rob for their hard work and dedication.

The Aeronautics Division also presented tool scholarships to two students at the Helena College of Technology. The selections are made by the Aviation Main-



tenance Faculty and each student receives \$500 for purchasing tools. Harold Hamm of Helena also provides an annual scholarship to a student in the Airframe and Powerplant program. Pictured are Phil Vittetoe, aviation instructor; Fred

Bent, Harold Hamm scholarship recipient; Mark Rogers and Gary Vincent, Aeronautics Division scholarship recipients; Hal Keilman, aviation instructor and Mike Ferguson. ✈️

training at a Montana FBO of their choice. Christina and Rob are both aviation students of Jerry Hok, and have been instrumental in starting The Exploring Aviation Club at the high



## Flight Instructor of the Year



Gary Woltermann of Billings received the Montana Aeronautics Division Flight Instructor of the Year Award from Mike Ferguson. Gary has been a Certified Flight Instructor since the early 1960's and attended the first Flight Instructor Refresher Course put on by the Montana Aeronautics Commission in 1962. This was the first



FIRC in the United States prior to the FAA's FIRC requirements. Gary also has been a private, commercial, instrument, ATP, and multi-engine Certified Flight Examiner since 1964. He has issued more than 3,000 pilot licenses. Gary owns a business in Columbus and is a corporate pilot for Lynch Flying Service of Billings.

*Gary at the first Flight Instructor Refresher Clinic in Helena.*

## Weather Notice

As of July 1, 1996, the weather observer at the reporting station in Mullan, Idaho, will cease operation in lieu of a new ASOS weather station atop Mullan Pass. Previously, Mullan area weather was observed from the valley on the Idaho side which tended to leave doubt in one's mind as to

what the weather was really like on top of the pass. The old weather station observer ID was S06. Starting July 1, the new ASOS weather station ID will be MLP. To telephone the ASOS weather station, call (406) 744-1721 or (406) 744-1722, and a recorded message will relay the weather.

## Miracle Flights

Miracle Flights is a national non-profit association of volunteer pilots who provide free air transportation for children and adults with serious health problems to specialized medical treatment centers across the United States. Miracle Flights also transports blood and donor organs when necessary. Flights are reserved for people who cannot afford commercial transportation—there is never a cost to the patient or are they limited to the number of flights they may take. The goal is that no person be denied medical treatment because of the inability to get to a treatment center.

Miracle Flights volunteer pilots have flown over two million passenger-miles on behalf of seriously ill children and adults all across America. The organization, founded in 1985, and was honored in 1995 by becoming a member of the National Health Council and earned the *Humanitarian of the Year Award* from the American Association of Airport Executives.

To get involved in the program or for more information, call (800)fly-1711 or write to them at 2756 N. Green Valley Pkwy. #115, Green Valley, NV 89014-2100.

## PAN AM Update

As of July 1st, all weather disseminated throughout the FAA must be in the new METAR/TAF format. This includes all weather commands and data output of the PAN AM WeatherMation system. As an example, all continental U.S. cities now have the prefix "K", all Canadian cities "C", and the FT has been replaced with the TAF. If unfamiliar with the basics of the new METAR system and how it relates to using the PAN AM WeatherModem, simply type "HELP" when connected to PAN AM and a menu of different help items will appear. If you require further assistance, or would like information in general on the new system and how to decode it, call the Division at 444-2506 and we will provide you with an FAA METAR help booklet. The number for the Helena PAN AM WeatherModem is 449-6416, and the number for the Miles City unit is 232-9623.

# ATTENTION MONTANA AIRSTRIP OWNERS!

The Montana Aeronautics Division is currently in the process of creating it's new 1997 Aeronautical Chart. In order to accomplish this task, the division relies heavily upon you to create the most accurate chart possible. The Division is asking all private airstrip owners to please fill out the information below concerning your airstrip. The data is crucial in helping us list airports on the new chart.

A legal advantage for charting an airport is that an airstrip that is clearly listed on flight publications as being 1) privately owned, 2) not for public use, 3) having possible unreported hazards, 4) at the users own risk and 5) requires prior permission for use, has less liability for the owner than an airstrip that is not charted, but clearly identifiable from the air as an airstrip. This could be construed as an invitation for public use.

If no word is received on an airstrip that is already charted, we will assume the information we last received is correct. If the airstrip is no longer in operation, please let us know so we may delete from the current chart

Please Mail To:

Montana Aeronautics Division  
Attn: Jim Greil, Aero Chart Revisions  
Box 5178  
Helena, MT 59604

## AIRSTRIP INFORMATION

Name of Airstrip (as to be depicted) \_\_\_\_\_

Name of Owner \_\_\_\_\_

Owner's Mailing Address \_\_\_\_\_

Owner's Phone Number \_\_\_\_\_

## AIRSTRIP LOCATION

Latitude \_\_\_\_\_ Longitude \_\_\_\_\_ County \_\_\_\_\_

Nearest Town \_\_\_\_\_ Direction From Town \_\_\_\_\_ Distance \_\_\_\_\_

Section \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_

Is your airport open to the public (public use\*)? ☐ Yes ☐ No (\*Public use: No prior permission required, user does NOT assume own risk)

Comments or additional info. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## AIRSTRIP DATA

Runway Direction \_\_\_\_\_ Length \_\_\_\_\_ Width \_\_\_\_\_ Approach Obstructions \_\_\_\_\_

\_\_\_\_\_

Airport Elevation \_\_\_\_\_ Unicom Radio? ☐ Yes ☐ No Frequency? \_\_\_\_\_

Fuel Available? ☐ Yes ☐ No Octane \_\_\_\_\_

Telephone Available? ☐ Yes ☐ No Phone Number \_\_\_\_\_

Airstrip Owner's Signature \_\_\_\_\_

# Aero Chart Photo Contest

By: James R. Greil

*Airport/Airways Bureau*

The Montana Aeronautics Division is in the process of updating the Montana Aeronautical Chart. The chart is published every four years, concurrent with the governor's term.

The Division is looking for some fresh photos for the chart and is hopeful that many of you may have pictures you are willing to share with us. The photos should depict scenes of aviation activity in Montana, including recreation, work related, fly-ins, aerial shots, logging—anything that shows use of aircraft in typical Montana fashion. Rural and backcountry settings are a great idea for picturesque qualities.

The only catch is that we need 35mm color slides—not prints. Slides provide a far superior end product due to the color separation process used in printing the

chart. Please mark each slide with your name and address. We would prefer to be able to keep all slides, but if you want yours returned, please indicate so. The top-rated entries will be used as part of our aeronautical chart, and the photographer will receive credit for the photo on the chart and in our newsletter.

Due to the time constraint placed on us for new chart deliveries, we ask you to have your photos to us no later than Oct. 1, 1996. Send entries to: Montana Aeronautics Division, Attn. Aero Chart Revisions, P.O. Box 5178, Helena, MT. 59604. Be sure to adequately protect your slides when mailing. For more information, contact Jim Greil at 444-2506. Thanks! ✈

## Condolences

Beverly C. Ross, wife of Bill Ross, passed away from emphysema on May 13 at the Kalispell Hospital. On behalf of the Aeronautics Board, Division and aviation community we wish to extend our sincere condolences to Bill and the Ross family.

Thirty-one hundred copies of this public document were produced at an estimated cost of 27¢ each, for a total cost of \$864. This includes \$120 for production, \$526 for postage and \$220 for printing.

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